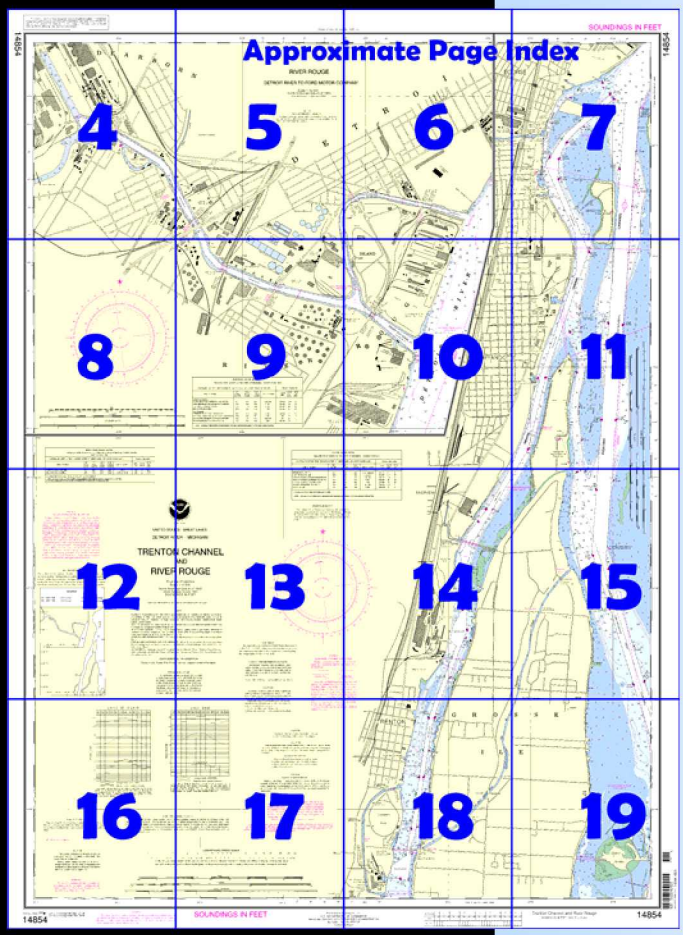
BookletChart™

Trenton Channel and River Rouge

(NOAA Chart 14854)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

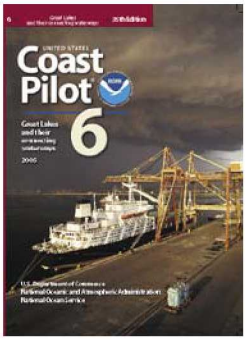
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 7 excerpts]

(85) **Ecorse Channel** is a buoyed, natural deepwater channel that follows the curve of the Michigan shoreline from the junction of Fighting Island Channel and Trenton Channel SW for about 1.2 miles to its lower junction with Trenton Channel. Between the upper and lower junctions, Ecorse Channel is separated from Trenton Channel by **Mud Island, MI** and the shoals that extend NE and SW from it. Ecorse Channel has a controlling depth of about 13 feet at its NE end, with deeper water in the lower part. **Ecorse, Mich.,** is on the W side of the channel at the mouth of the **Ecorse River.**

(86) A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Ecorse.

(87) **Trenton Channel** extends from the N end of Fighting Island Channel SW to the Michigan shore, thence S along the shore for about 6 miles to a turning basin at the upper end of the city of Trenton, thence 3 miles to another turning basin at the lower end of the city. The dredged channel, marked by buoys, is separated from the main part of the Detroit River by Grassy Island and Grosse Ile.

(91) **Wyandotte, Mich.,** fronts Trenton Channel for about 3 miles opposite Point Hennepin. The city is an important industrial center, and numerous stacks in the city are prominent from the river.

(92) A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Wyandotte.

(93) Tugs for Wyandotte are available from Detroit.

(96) Several marinas in the N part of the city provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, launching ramps, and marine supplies. Lifts to 45 tons are available for hull, engine, and radio equipment repairs.

(97) **Trenton, Mich.,** just S of Wyandotte, fronts Trenton Channel opposite Grosse Ile for about 4 miles. The stacks of the Detroit Edison Co., 0.5 mile SW of the Grosse Ile Parkway bridge, are prominent from the river, especially from the S.

(98) Tugs for Trenton are available from Detroit. (See Towage under Detroit.)

(106) Two marinas at Trenton provide gasoline, diesel fuel, water, ice, electricity, marine supplies, a 10-ton hoist, and launching ramps.

(117) **River Rouge** discharges into the Detroit River at the S end of the city of Detroit, about 2 miles above Fighting Island. A Federal project has improved River Rouge as far as a turning basin about 2.5 miles above the entrance.

(118) **Short Cut Canal** is the section at the entrance to River Rouge from Detroit River to the junction with **Old Channel**. The canal avoids the large bend in the old river channel (Old Channel) at the lower part of River Rouge, and shortens the distance to facilities upstream by more than 1 mile. The connection between Short Cut Canal 21 and Old Channel has created **Zug Island,** which is occupied by large industrial corporations.

(120) A **speed limit** of 4 mph is enforced in River Rouge and Short Cut Canal 21. (See **33 CFR 162.130 through 162.140,** chapter 2, for navigation regulations.)

(150) Bunker fuel is available at several facilities in the river, or by barge or truck. A supply company on the W side of Old Channel has supplies and provisions.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Corrected through NM Mar. 27 /04
Corrected through LNM Mar. 16/04

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Detroit, MI KEC-63 162.55 MHz (Chan. WX-1)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.139" northward and 0.269" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement Mandatory calling-in points are indentified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U. S. Coast Pilot 6 and the U. S. and Canadian Notice to Mariners.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers. Geological Survey, U.S. Coast Guard, and Canadian authorities.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

PLANE OF REFERENCE OF THIS CHART(Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

RIVER ROUGE CHANNEL DEPTHS

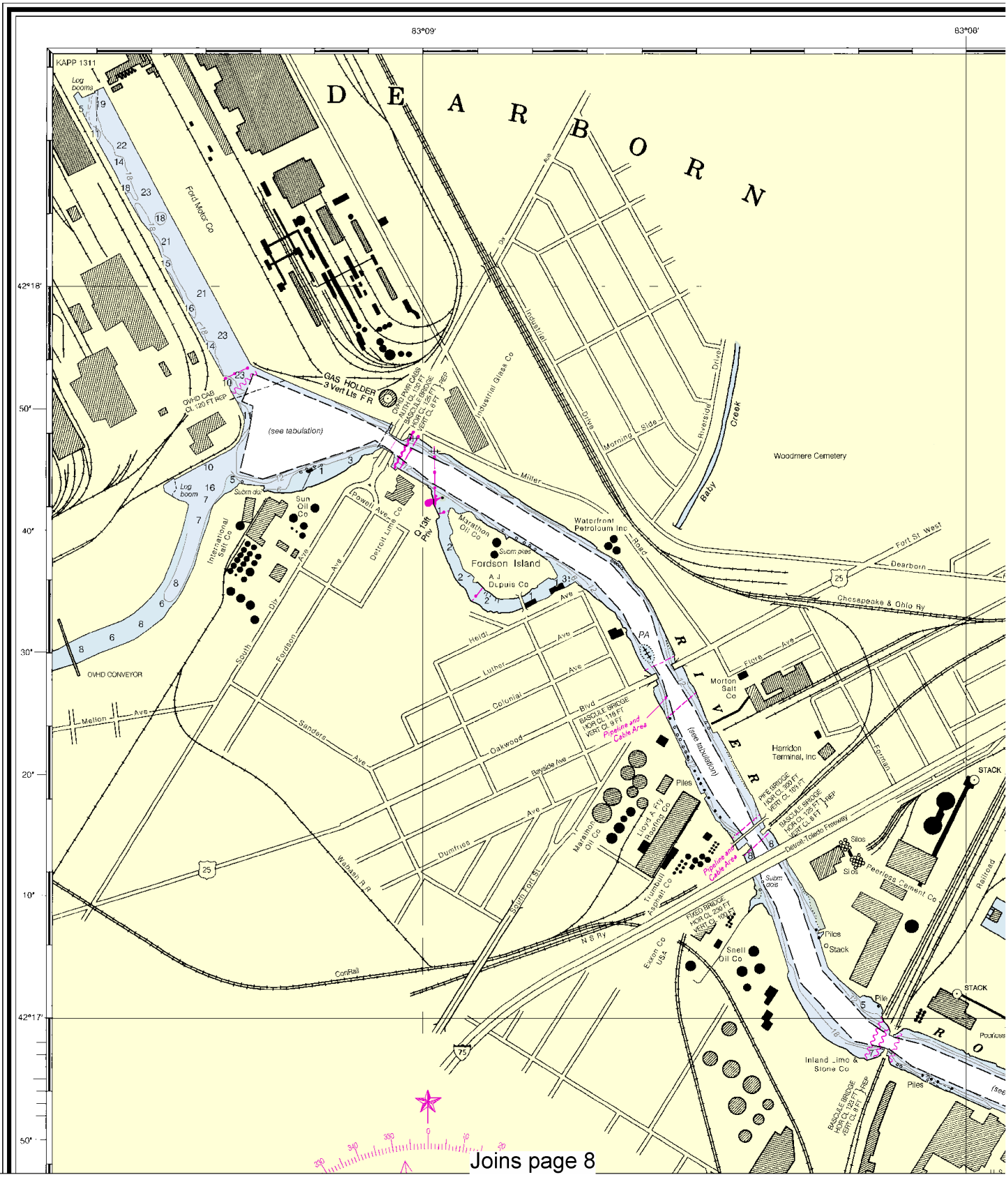
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
SHORT CUT CANAL							
ENTRANCE TO WEST JEFFERSON AVE. BRIDGE	18.2	22.1	17.2	5-08	100-400	1.08	21
WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE	14.6	20.8	15.9	5-08	100-200	.74	21
I-75 BRIDGE TO DIX AVE. BRIDGE	13.8	20.6	15.3	9-08	100-200	.91	21
DIX AVE. BRIDGE TO END	20.1	13.4	16.7	9-08	100-800	.25	21
OLD CHANNEL							
ENTRANCE TO 42°17'19.9"N 83°06'27.5"W	24.7	23.9	18.2	6-05	100-300	.25	25
42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W	16.9	18.7	4.6	6-05	100	.27	18
42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE	14.5	18.7	11.5	5-04,6-05	100	.29	17
RR SWING BRIDGE TO SHORT CUT CANAL	13.2	15.4	12.5	5-04,5-07,5-08	100-600	.76	17

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14854



Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

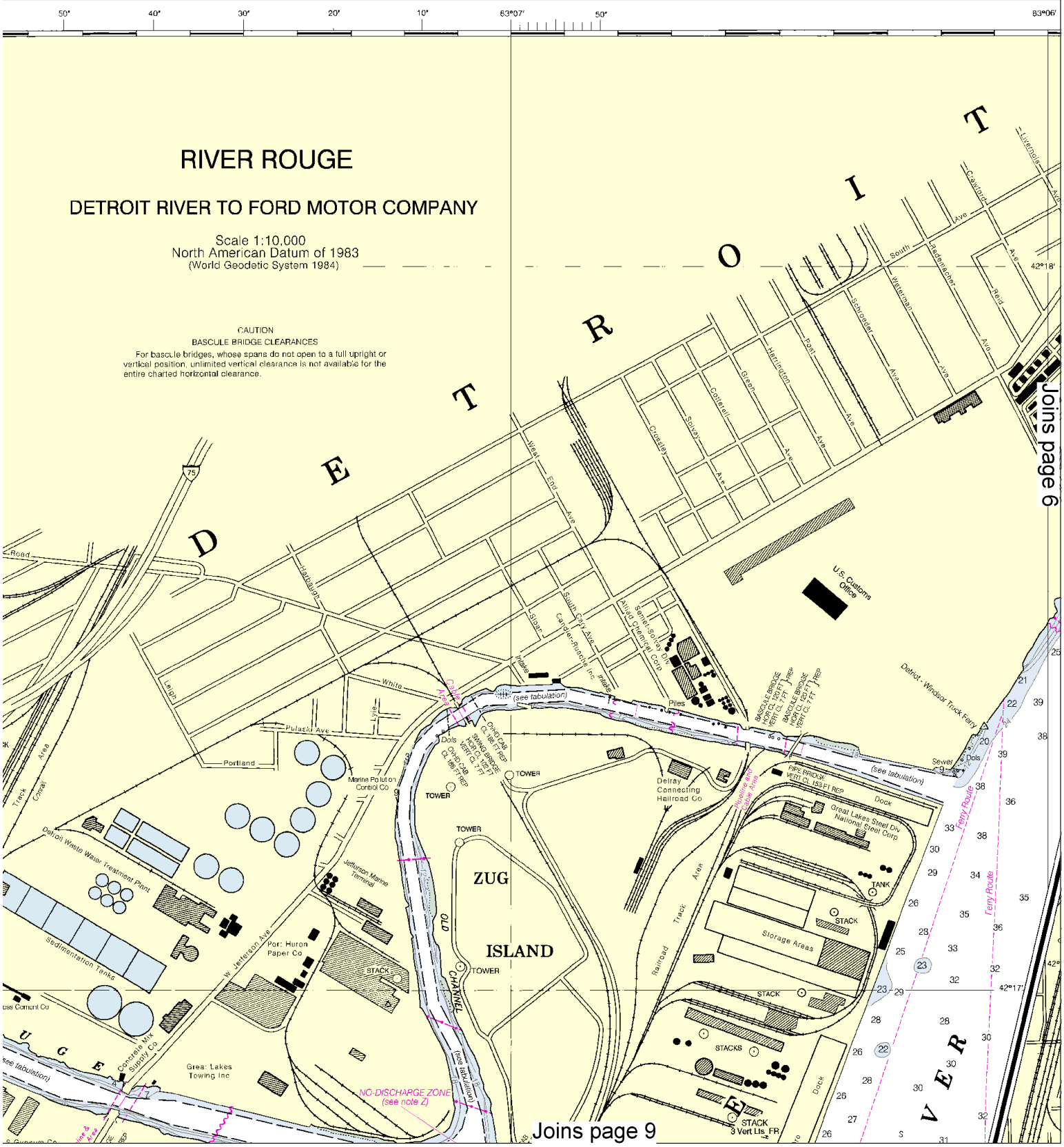
0 1

Yards

500 0 500 1000 1500

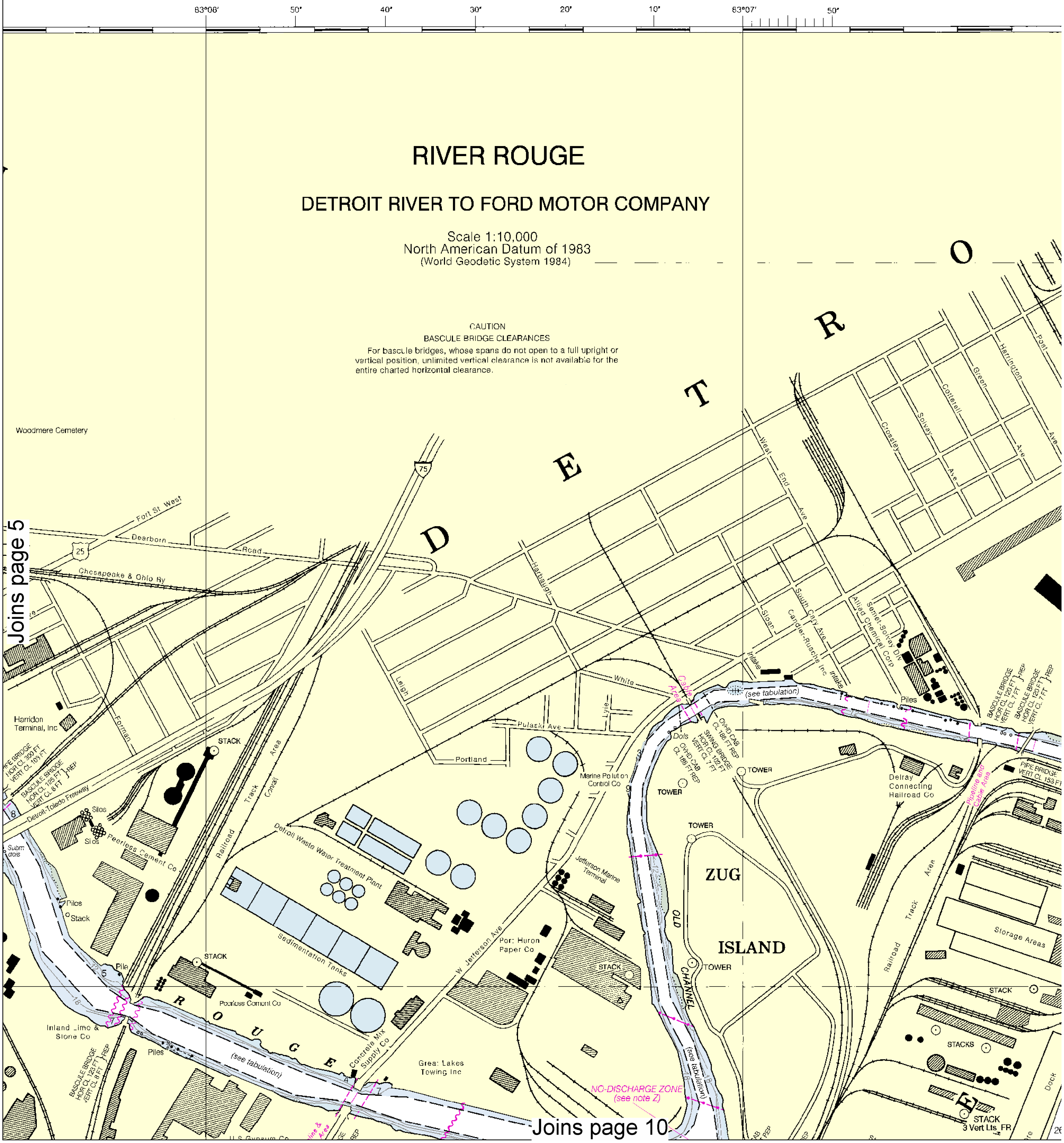
See Note on page 5.

Formerly LS 412,1st Ed., Aug. 1959 KAPP 1310



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly LS 412,1st Ed., Aug. 1959 KAPP 1310



Joins page 5

Joins page 10

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

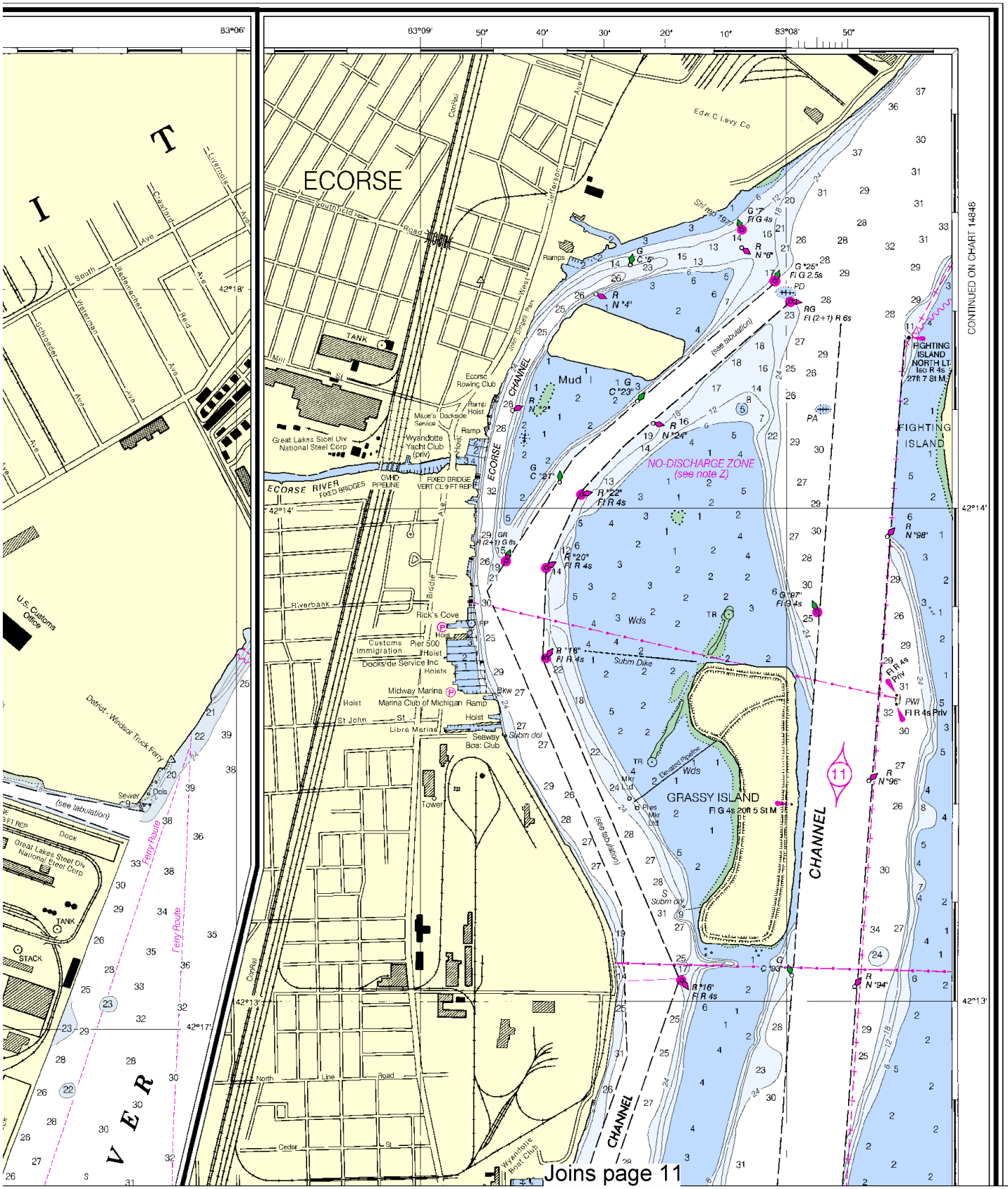
Nautical Miles
0 1

Yards
500 0 500 1000 1500

North

SOUNDINGS IN FEET

14854



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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

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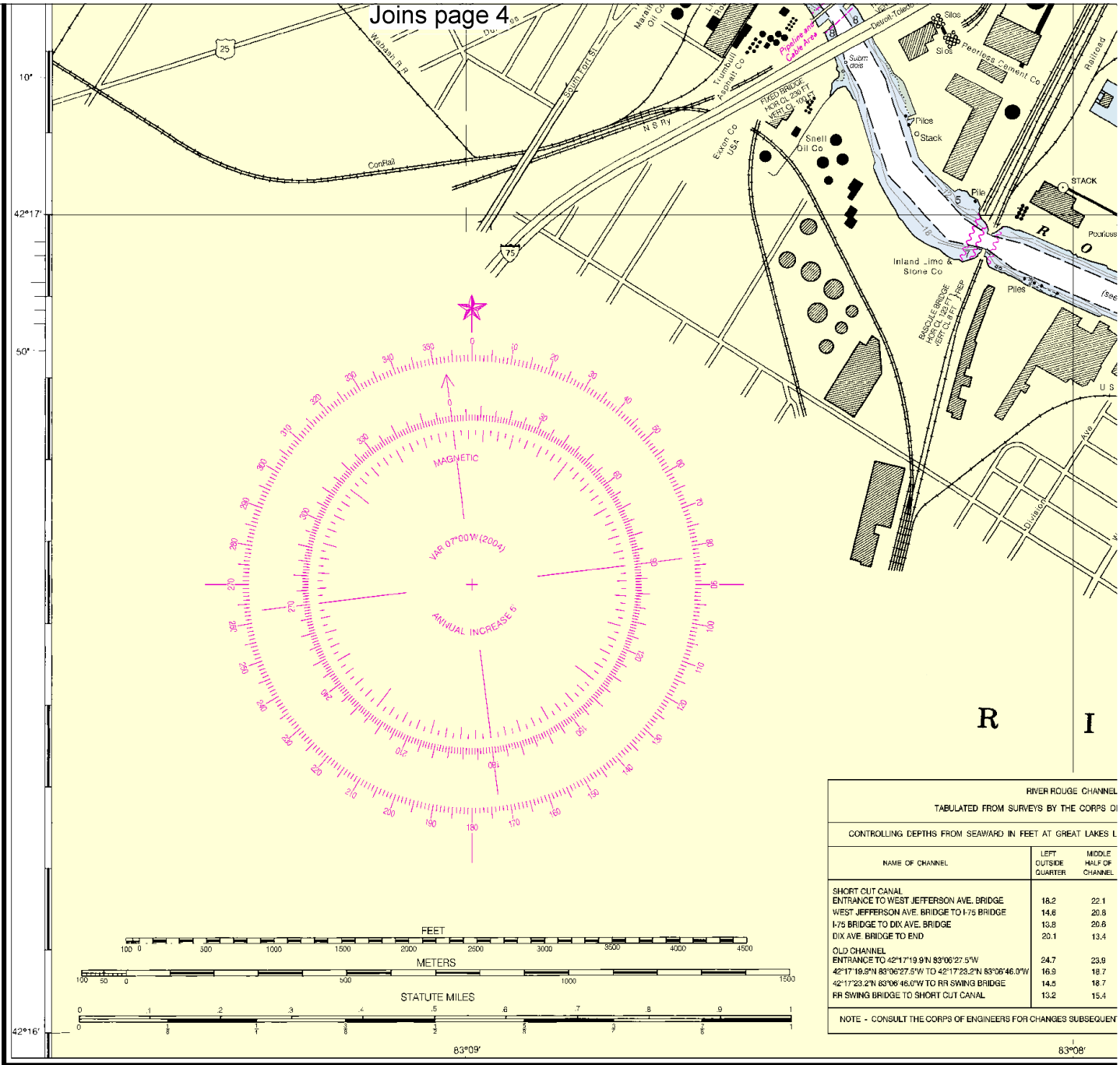

RIVER ROUGE CHANNEL

TABULATED FROM SURVEYS BY THE CORPS O

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES L

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL
SHORT CUT CANAL		
ENTRANCE TO WEST JEFFERSON AVE. BRIDGE	18.2	22.1
WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE	14.6	20.8
I-75 BRIDGE TO DIX AVE. BRIDGE	13.8	20.6
DIX AVE. BRIDGE TO END	20.1	13.4
OLD CHANNEL		
ENTRANCE TO 42°17'19.9"N 83°06'27.5"W	24.7	23.9
42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W	16.9	18.7
42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE	14.5	18.7
RR SWING BRIDGE TO SHORT CUT CANAL	13.2	15.4

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUEN

83°15' 83°14' 83°13'

42°11'

DETROIT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA -
SURVEYS TO JUL 2008

CONTROLLING DEPTHS FROM LAKE ERIE IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
FIGHTING ISLAND CHANNEL	20.3	28.5	27.2	24.4	10-06	600	4.7	28.5
BALLARDS REEF CHANNEL	21.0	26.5	26.9	26.0A	6-06;5-07;7-08	600	3.5	27.5

A. SHOALING TO 13.3 FEET IN THE OUTSIDE 50 FEET OF QUARTER

NOTE: CONSULT THE US ARMY CORPS OF ENGINEERS FOR SUBSEQUENT CHANGES IN U.S. WATERS AND THE CANADIAN HYDROGRAPHIC SERVICE FOR CHANGES IN CANADIAN WATERS

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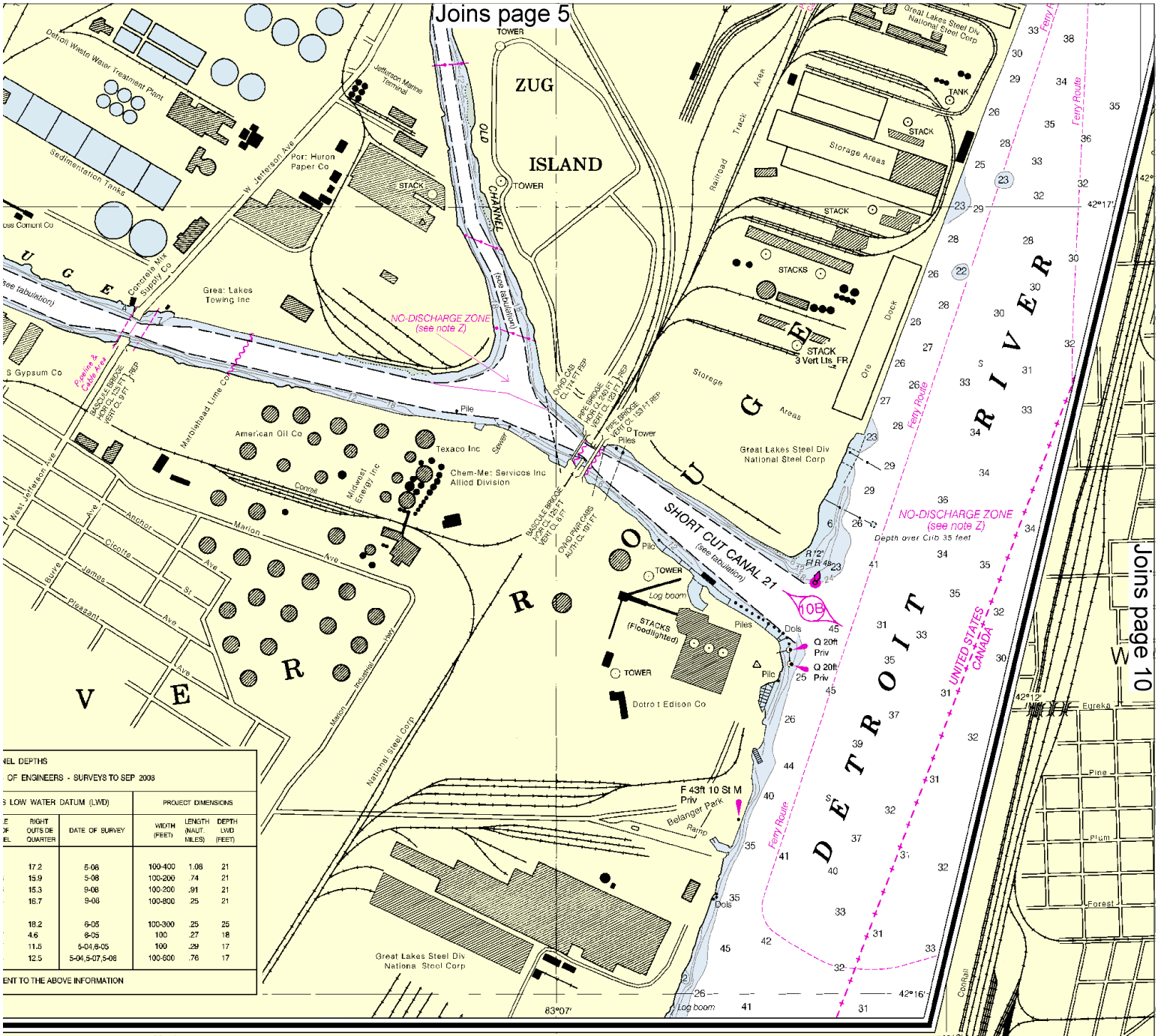
NOAA

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500



NEL DEPTHS

OF ENGINEERS - SURVEYS TO SEP 2008

LOW WATER DATUM (LWD)			PROJECT DIMENSIONS		
E OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
	17.2	5-08	100-400	1.08	21
	15.9	5-08	100-200	.74	21
	15.3	9-08	100-200	.91	21
	16.7	9-08	100-800	.25	21
	18.2	6-05	100-300	.25	25
	4.6	6-05	100	.27	18
	11.5	5-04,6-05	100	.29	17
	12.5	5-04,5-07,5-08	100-600	.76	17

ENT TO THE ABOVE INFORMATION

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.6	26.3	20.7	10-06;4,5-07	300-720	2.17	27
LT BY "16" TO LT BY "28"	23.9	25.5	26.0	10,11-06	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	22.1	17.6	20.4	10,11-06	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	14.9	27.7	27.0	11-06	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	10.9	27.6	26.2	11-06	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	15.8	20.7	16.7	10,11-06	250-300	1.97	21
LT BY "5" TO END	11.8	18.0A	13.6	10-06	140-1000	.51	21

A. SHOALING TO 8.5 FEET FOR THE LAST 75 FEET.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ACKNOWLEDGMENT

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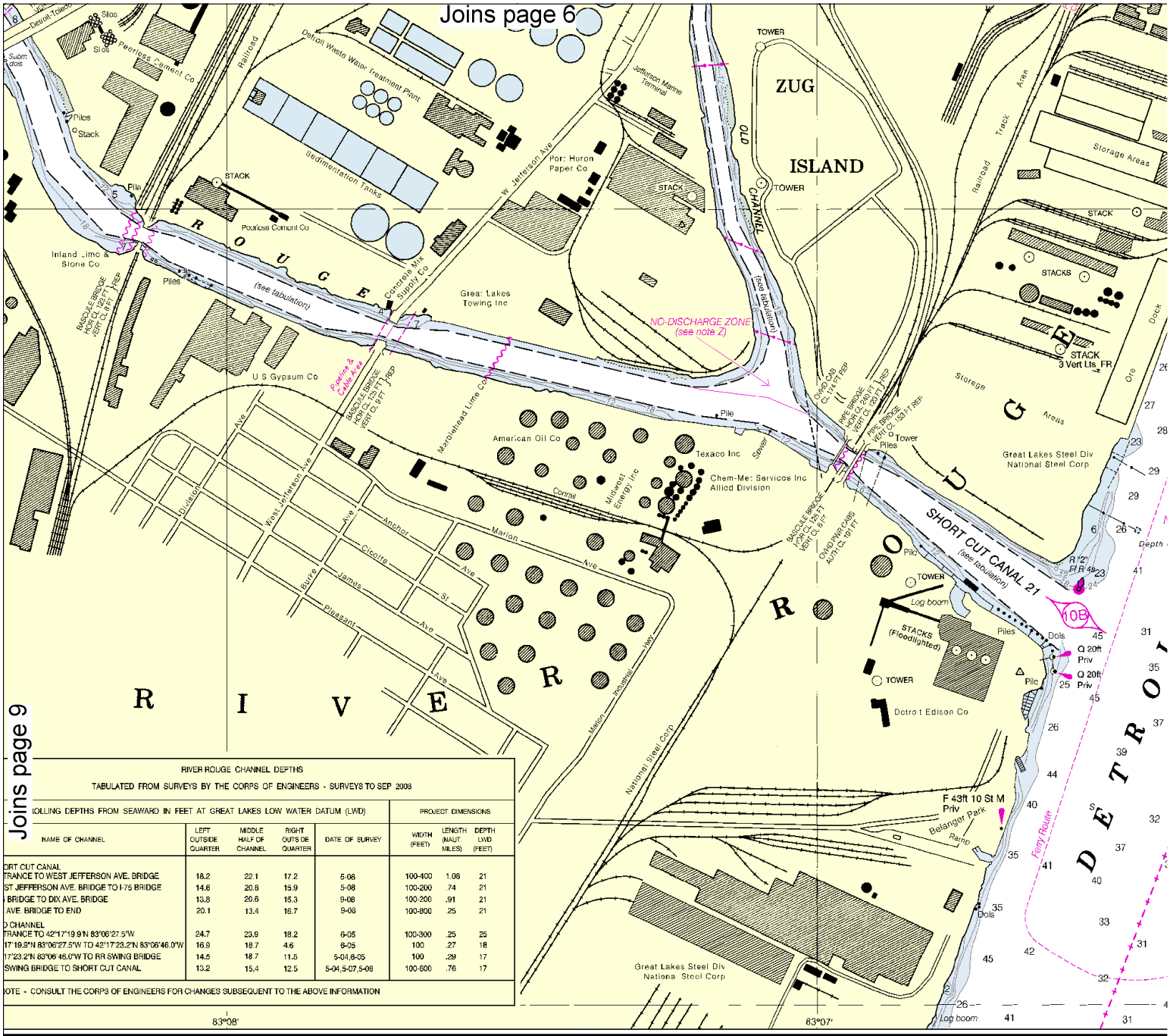
RIVERVIEW

Joins page 6



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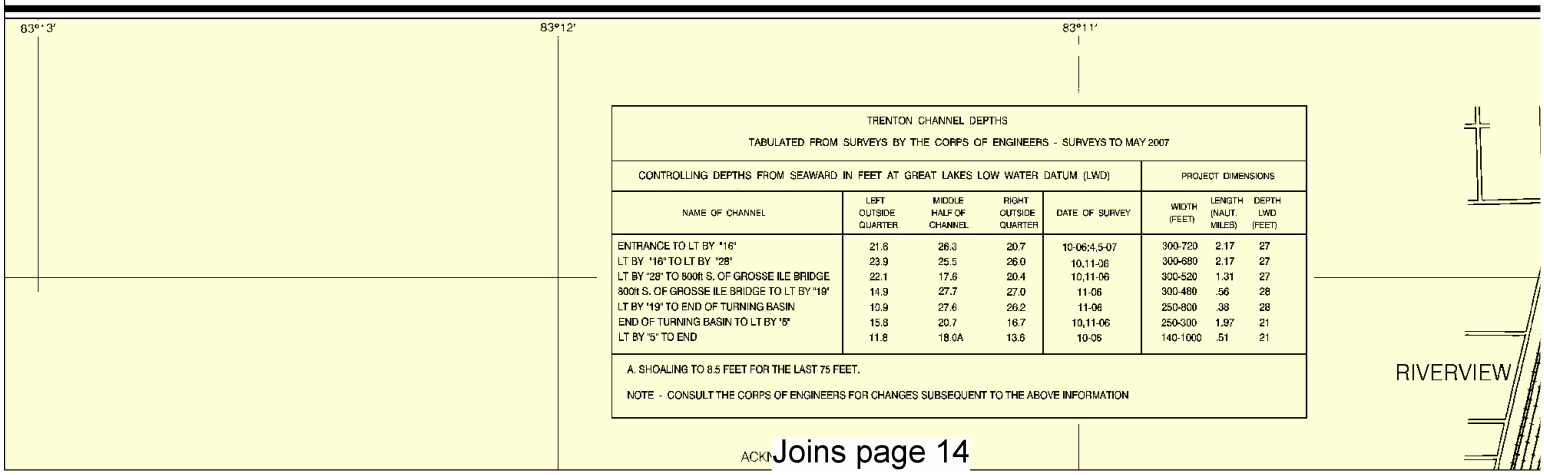
RIVER ROUGE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2008

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ORT CUT CANAL							
TRANCE TO WEST JEFFERSON AVE. BRIDGE	18.2	22.1	17.2	5-08	100-400	1.08	21
ST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE	14.6	20.8	15.9	5-08	100-200	.74	21
BRIDGE TO DIX AVE. BRIDGE	13.8	20.6	15.3	9-08	100-200	.91	21
AVE. BRIDGE TO END	20.1	13.4	16.7	9-08	100-800	.25	21
D CHANNEL							
TRANCE TO 42°17'19.9"N 83°06'27.5"W	24.7	23.9	18.2	6-05	100-300	.25	25
17'19.8"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W	16.9	18.7	4.6	6-05	100	.27	18
17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE	14.5	18.7	11.5	5-04,6-05	100	.29	17
SWING BRIDGE TO SHORT CUT CANAL	13.2	15.4	12.5	5-04,5-07,5-08	100-600	.76	17

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2007

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.6	26.3	20.7	10-06;4,5-07	300-720	2.17	27
LT BY "16" TO LT BY "28"	23.9	25.5	26.0	10,11-06	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	22.1	17.6	20.4	10,11-06	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	14.9	27.7	27.0	11-06	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	10.9	27.6	26.2	11-06	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	15.8	20.7	16.7	10,11-06	250-300	1.97	21
LT BY "5" TO END	11.8	18.0A	13.6	10-05	140-1000	.51	21

A. SHOALING TO 8.5 FEET FOR THE LAST 75 FEET.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ACKN Joins page 14

North

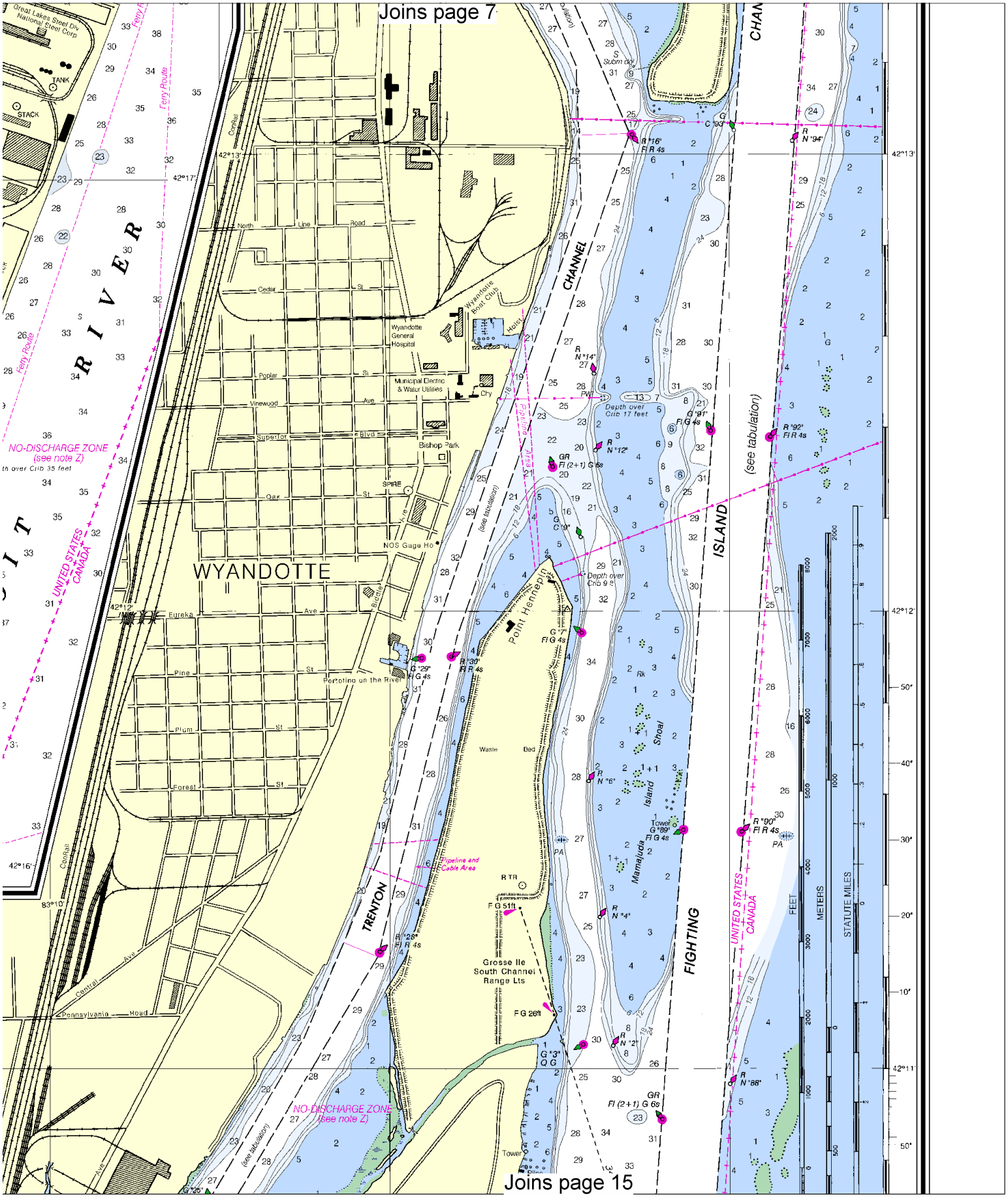
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 7
WYANDOTTE
RIVER
CHANNEL
ISLAND
FIGHTING
TRENTON
Point Hennepin
Bishop Park
Wyandotte General Hospital
Municipal Electric & Water Utilities
Wyandotte Boat Club
Portofino on the River
Grosse Ile South Channel Range Lts
Mamajuda Island Shoal
NO-DISCHARGE ZONE (see note Z)
UNITED STATES CANADA
(see tabulation)
Pipeline and Cable Area
Ferry Route
Conrail
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Joins page 8

83°15' 83°14' 83°13' 83°08'

42°11'

DETROIT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA -
SURVEYS TO JUL 2008

CONTROLLING DEPTHS FROM LAKE ERIE IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
FIGHTING ISLAND CHANNEL	20.3	28.5	27.2	24.4	10-06	600	4.7	28.5
BALLARDS REEF CHANNEL	21.0	26.5	26.9	26.0A	6-06;5-07;7-08	600	3.5	27.5

A. SHOALING TO 13.3 FEET IN THE OUTSIDE 50 FEET OF QUARTER

NOTE: CONSULT THE US ARMY CORPS OF ENGINEERS FOR SUBSEQUENT CHANGES IN U.S. WATERS AND THE CANADIAN HYDROGRAPHIC SERVICE FOR CHANGES IN CANADIAN WATERS

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

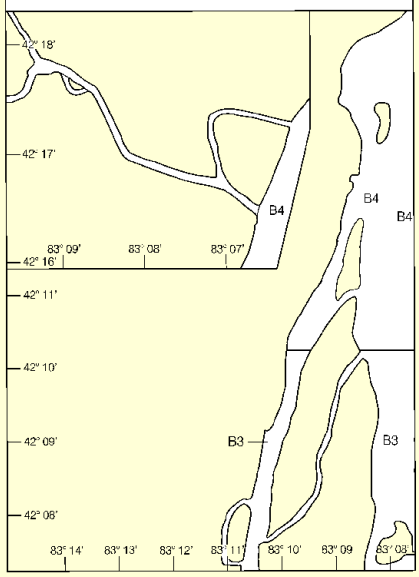
SOURCE DIAGRAM

The outlined areas rspresent the limits of the most recent hydrographic survey nformation that has been evaLated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Co:ps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

42°10'

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



42°09'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

DETROIT RIVER - MICHIGAN

TRENTON CHANNEL
AND
RIVER ROUGE

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART(Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.139" northward and 0.269" eastward to agree with this chart.

LAKE ST. CLAIR

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
+5												

LAKE ERIE

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
+5												

Joins page 16

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

Joins page 9

83°12' 83°11' 83°10'

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2007

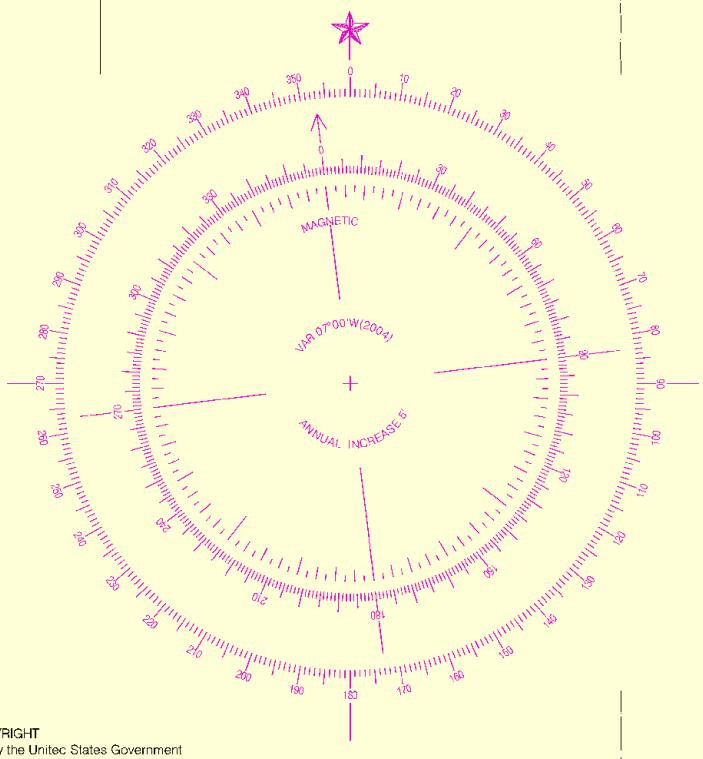
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.6	26.3	20.7	10-06;4,5-07	300-720	2.17	27
LT BY "16" TO LT BY "28"	23.9	25.5	26.0	10,11-06	300-680	2.17	27
LT BY "28" TO 800ft S. OF GROSSE ILE BRIDGE	22.1	17.6	20.4	10,11-06	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "19"	14.9	27.7	27.0	11-06	300-480	.56	28
LT BY "19" TO END OF TURNING BASIN	10.9	27.6	26.2	11-06	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	15.8	20.7	16.7	10,11-06	250-300	1.97	21
LT BY "5" TO END	11.8	18.0A	13.6	10-06	140-1000	.51	21

A. SHOALING TO 8.5 FEET FOR THE LAST 75 FEET.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Grosse Ile Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.



NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed w provides continuous marine weather broadts. The range of reception is variable, but for st stations is usually 20 to 40 miles from the enna site.

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CAUTION

Limitations on the use of radio signals as to marine navigation can be found in the . Coast Guard Light Lists and National spatial-Intelligence Agency Publication 117. adio direction-finder bearings to commercial adcasting stations are subject to error and uld be used with caution.
tation positions are shown thus:
Accurate location) o(Approximate location)

CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

RIVERVIEW

Pennsylvania Road

Central Ave

Sibley Ave

Jefferson Ave

GROSSE ILE SWING BRIDGE
HOR CL 126 FT EASTSIDE
HOR CL 133 FT WESTSIDE
VERT CL 10 FT

Ramp

McLouth Steel Corporation

McLouth Steel Corp

(see tabulation)

STACKS

Ruins

Edw C Levy Co

George St

Riverside Hospital

Ramp

Joins page 14

Joins page 17

G R

Joins page 10

83°08′ 83°07′ Log boom 41 31

83°13′ 83°12′ 83°11′

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2007

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
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LAKES

HIGAN

ANNEL

JGE

Joins page 13

ia.gov.

ths are referred to the slop-
3 feet and Lake Erie is at
uebec, International Great

distances given thereon are

supplemental information
and Fog Signals for inform-

nd abbreviations see Chart

surface is above Low Water
dingly. For clearances see

ean Service, Coast Survey,
rey, U.S. Coast Guard, and

ON

nental information.

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North
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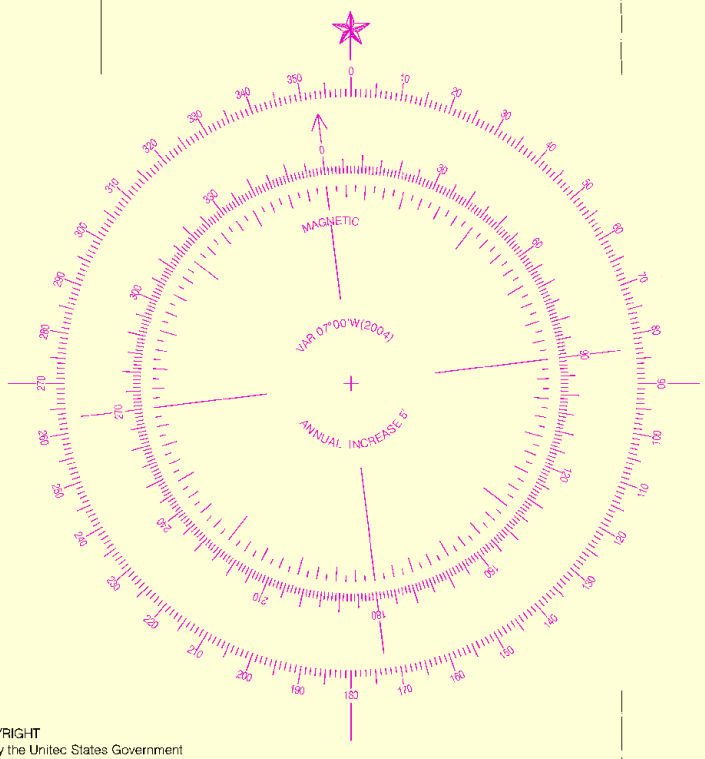
ward

KE ERIE

JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC



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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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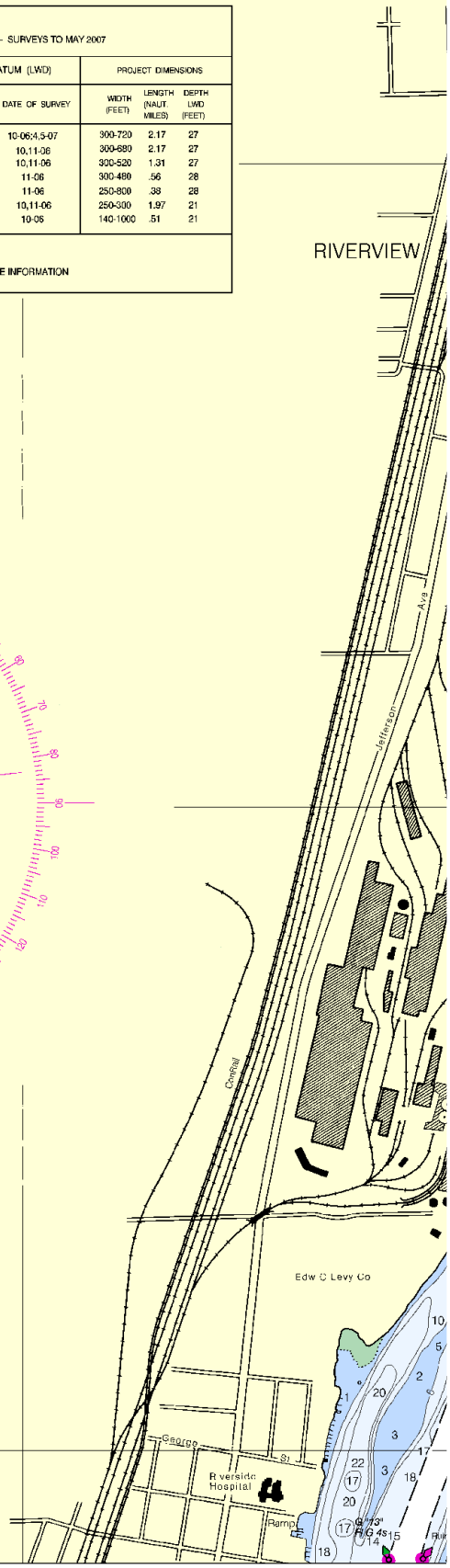


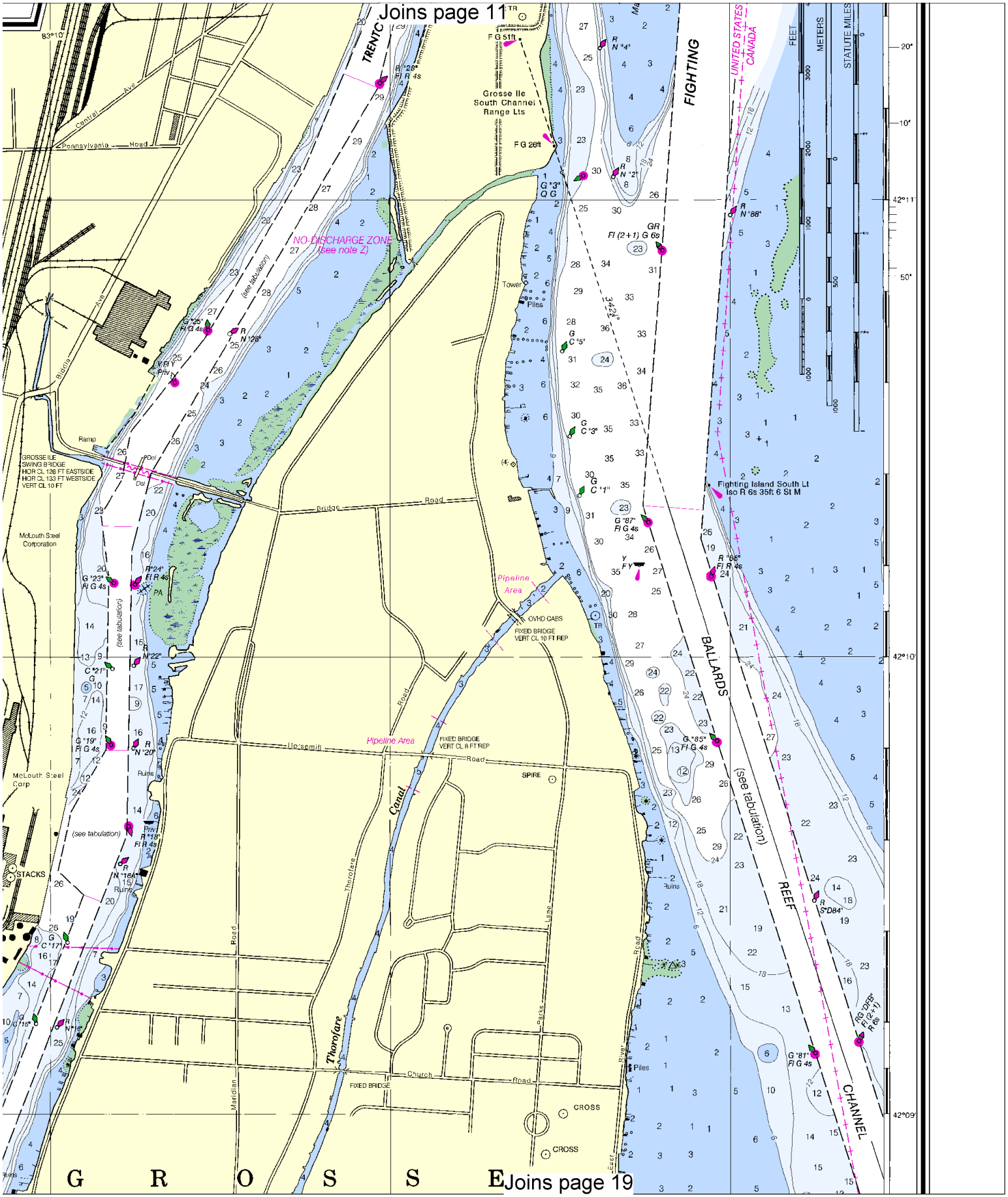
Joins page 18

North

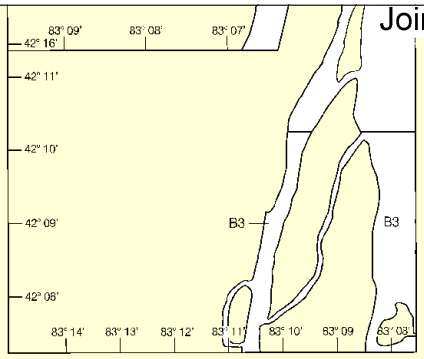
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500


Joins page 11
TRENTON CHANNEL
FIGHTING
UNITED STATES
CANADA
FEET
METERS
STATUTE MILES
Grosse Ile
South Channel
Range Lts
F G 51ft
F G 26ft
NO DISCHARGE ZONE
(see note Z)
(see tabulation)
Tower
Piles
GR
Fl (2+1) G 6s
Fighting Island South Lt
Iso R 6s 35ft 6 St M
GROSSE ILE
SWING BRIDGE
HOR CL 126 FT EASTSIDE
HOR CL 133 FT WESTSIDE
VERT CL 10 FT
Ramp
Bridge
Road
McLouth Steel
Corporation
Pipeline
Area
OVHD CABS
FIXED BRIDGE
VERT CL 10 FT REP
BALLARDS
REEF
CHANNEL
Pipeline Area
FIXED BRIDGE
VERT CL 8 FT REP
SPIRE
Canal
Thorofare
McLouth Steel
Corp
STACKS
Ruins
Church
CROSS
FIXED BRIDGE
G R O S S E
Joins page 19

Joins page 12



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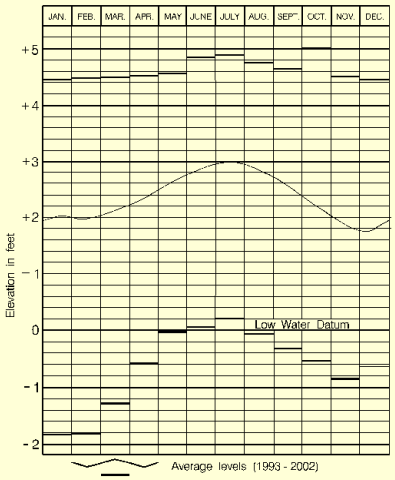
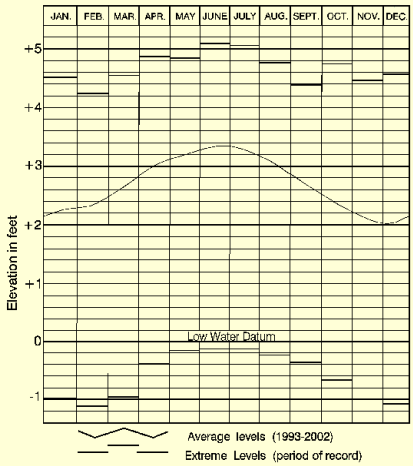
LAKE ST. CLAIR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

LAKE ERIE



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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Ⓟ Pump-out facilities

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

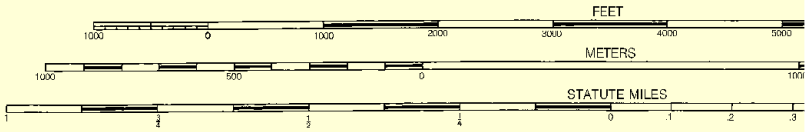
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles ru



83°15'
83°14'
83°13'

14th Ed., Mar./ 04 ■ Corrected through NM Mar. 27/04
Corrected through LNM Mar. 16/04

14854

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

16

North

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed
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Limitations on the use of radio signals as
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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

(7) Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are indentified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

20 25 30 40 50 60

n. Without changing divider spread, place
run in 15 minutes, the speed is 16.0 knots.

6000 7000 8000

1000 2000

.3 .4 .5 .6 .7 .8 .9 1

Joins page 13

Joins page 18

TRENTON

G R I

STACKS

Edw C Levy Co

George St

Riverside Hospital

Ramp

Ramp

Ruins

(see tabulation)

Trenton Riverside Marina

Hoist

Cable Area

Jefferson Ave

Mobil Oil Co

FIXED BRIDGE VERT CL 10 FT REP

Ferry

Ruins

OVHD CABS

Sewer

Elizabeth Park

(9ft rep 1990)

PA

OVHD CAB

Pipeline Area

Jefferson Ave

Fence

Elizabeth Park Marina

Ramp

Wastewater Treatment Plant

Sewer

Pipeline Area

FIXED BRIDGE VERT CL 7 FT REP

Grosse Ile

SWING BRIDGE HOR CL 150 FT VERT CL 18 FT REP

Ruins

Hoist

Waters Edge Marina

(see tabulation)

Bellevue

Subm obstr

Detroit Edison Co

OVHD PIPELINE

OVHD CAB

OVHD PIPELINE

STACKS

3 Vert Lts

Oc R

OVHD CABS

Log booms

Monsanto Co

83°12' 50' 40' 30' 20' 10' 83°11' 50' 83°10'

CONTINUED ON CHART 14

FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 2										

Joins page 14

surface is above Low Water
dingly. For clearances see

ean Service, Coast Survey,
rey, U.S. Coast Guard, and

ON

nental information.

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North
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KE ERIE

verage levels (1993-2002)

treme Levels (period of record)

The plane of reference for the rograph, is also the plane of s. If the lake level is above or xisting depths are correspond- charted depths.

Joins page 17

y by NOAA for Notices to Mariners
nt-on-Demand technology. New
OAA charts. Ask your chart agent
883, http://NauticalCharts.gov.
T, http://OceanGrafix.com, or

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LOGARITHMIC SPEED SCALE

4 5 6 7 8 9 10 15 20 25 30 40 50 60

on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
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FEET 3000 4000 5000 6000 7000 8000

METERS 1000 2000

STATUTE MILES 0 .1 .2 .3 .4 .5 .6 .7 .8 .9 1

83°13' 83°12' 50" 40" 30" 20" 10" 83°11' 50"

TRENTON

Edw C Levy Co

George St

Riverside Hospital

Ramp

Ramp

Elm St

Trenton Riverside Marina
Hoist

Cable Area

Jefferson Ave

Mobil Oil Co

FIXED BRIDGE VERT CL 10 FT REP

FIXED BRIDGE VERT CL 9 FT REP

Opens

Ruins

FIXED BRIDGE VERT CL 10 FT REP

Elizabeth Park

(9ft rep 1990)

PA

OVHD CAB

FIXED BRIDGE VERT CL 10 FT REP

Jefferson Ave

Pipeline Area

Elizabeth Park Marina

Ramps

Fence

Wastewater Treatment Plant

Sewer

Pipeline Area

FIXED BRIDGE VERT CL 7 FT REP

OVHD CAB

Ruins

Hoist

Waters Edge Marina

SWING BRIDGE HOR CL 190 FT VERT CL 18 FT REP

(see tabulation)

Subm dols

Detroit Edison Co

OVHD PIPELINE

OVHD CAB

OVHD PIPELINE

OVHD CABS

STACKS
43 Vert Lts
Oc R

Log booms

Monsanto Co

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

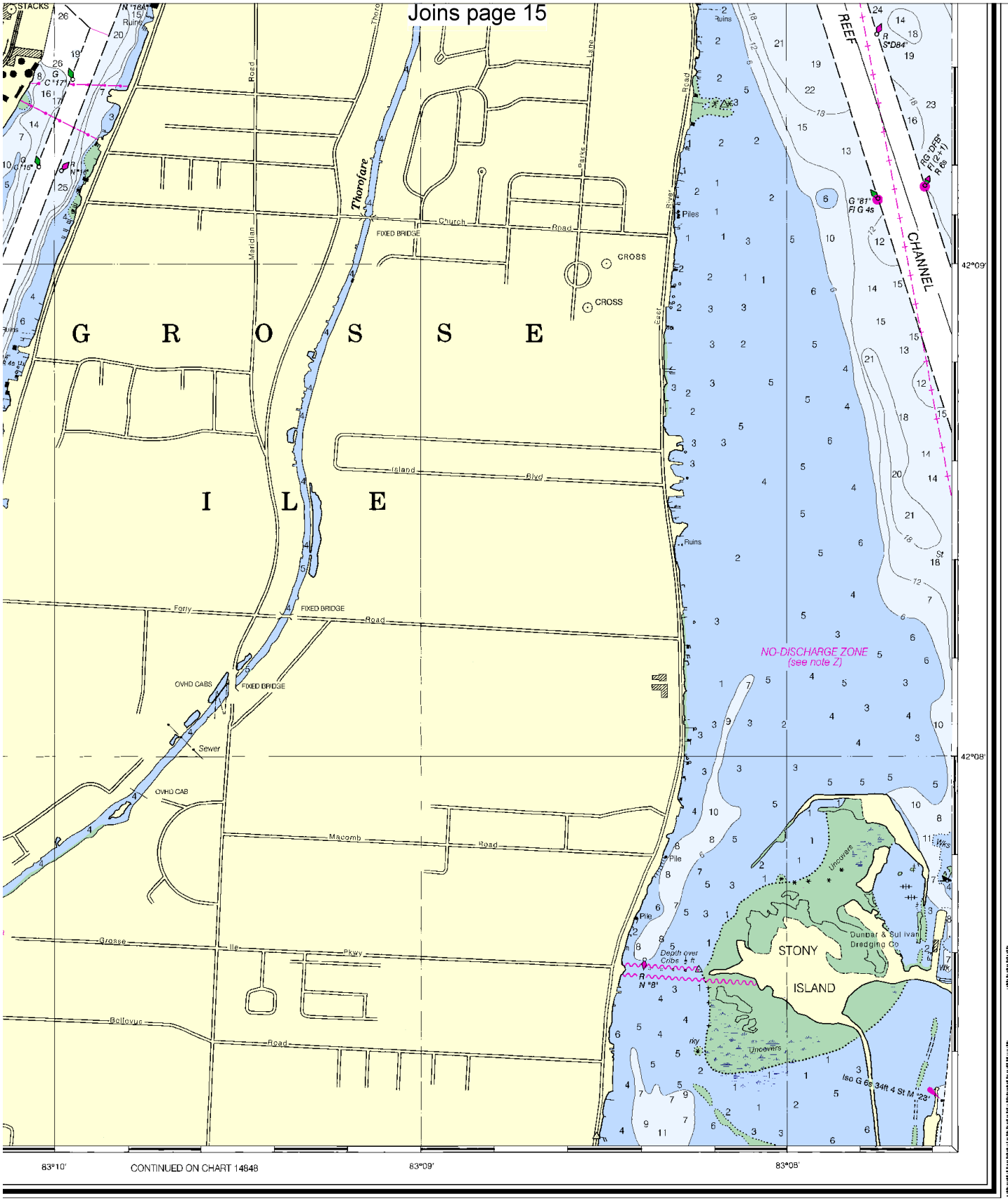
FATHOMS	
FEET	
METERS	1

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles 0 1

Yards 500 0 500 1000 1500



Trenton Channel and River Rouge

SOUNDINGS IN FEET - SCALE 1:15,000

14854

ED NO. 14

NSN 7642014016 73

NGA REFERENCE NO. 14XHA14854

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard Search & Rescue (Detroit) – 313-568-9524 or 313-568-9560
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.